

GUINNESS
The finest Stout in the World
"BOAR'S HEAD"
BOTTLED BY
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

Don't buy imitations, only buy
GENUINE
TANSAN
BOTTLED BY
J. CLIFFORD WILKINSON
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,336

號陸拾壹百叁千肆萬第

日叁十式月正年十叁清光

HONGKONG, WEDNESDAY, MARCH 9th, 1904

叁拜禮

號玖月叁年肆零百九千壹萬港香

PRICE, \$3 PER MONTH

WATSON'S
B
BRANDY.
IS RECOMMENDED.
Per Dozen ... \$27.00

A. S. WATSON & CO.
LIMITED.

HONGKONG DISPENSARY.

CUTLER, PALMER
& CO.'S
PRICES \$11.00 PER DOZEN
Net

"SPECIAL BLEND" WHISKY

Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
8.00 a.m. to 8.00 a.m. ... Every 10 minutes.
8.30 a.m. to 8.30 a.m. ... Every 15 minutes.
9.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS.
1.45 p.m. & 9.00 p.m. ... Every 15 minutes.
every 15 minutes.
SUNDAYS.
8.00 a.m. to 8.00 a.m. ... Every 15 minutes.
8.30 a.m. to 8.30 a.m. ... Every 15 minutes.
9.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th January, 1904. [a2761]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho Koon, 14th August, 1903. [a3389]

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following:-
MONOPOL FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARS,
RICKSHAS fitted with PNEUMATIC
TYRES and BALL BEARINGS through-
out. Everything in the trade always kept in
Stock. First-class workmanship guaranteed. All
branches of the business. Re-enamelling a
speciality.
McKIRDY & CO.,
45 & 47A, Queen's Road East.
[a2753]

OCCIDENTAL HOTEL.
ELGIN ROAD, KOWLOON.
35 Bedrooms, excellently furnished.
Bath to each room.
Dining-room and Cuisine under
supervision.
European and American Wines, Spirits, and
Beers.
POOL AND BILLIARDS.
English, American and Manila Newspapers on
file.
Terms: \$4 to \$7.00 per day; \$75 to \$120 per
month.
R. MATTHEW,
Manager.
Hongkong, 6th May, 1903. [a218]

VICTORIA HOTEL,
SHAMEN, CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
W. FARMER, Proprietor.
Canton, 6th February, 1904. [a1977]

CHAMPAGNES,
SHERRIES,
PORTS.
CLARETS,
BURGUNDIES,
HOCKS & MOSELLES,
BRANDIES,
GINS.
WISKIES,
LIQUEURS,
BEERS & STOUT
Telephone No. 75.

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.
10, Queen's Road,
Hongkong, 4th March, 1904. [a35]

LANE, CRAWFORD & CO.'S
WINTER SEASON'S GOODS JUST ARRIVED.

AXMONSTER CARPET SQUARES.
VELVET PILE AND BRUSSELS CARPETS.
CHENILLE AND TAPESTRY CURTAINS.
BLANKETS AND EIDER DOWN QUILTS.
PERAMBULATORS AND MAIL CARTS.
FENDERS, CURBS, FIRE BRAS ES.

LANE, CRAWFORD & CO.
CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MAIL,"
\$21 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG.

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

NOW READY.
THE DIRECTORY AND CHRONICLE
FOR CHINA, JAPAN, COREA, &c.
Price: \$10.00 and \$6.00

The Skin: Its Troubles and Their
Treatment, by an M.D. of Cambridge
University ... \$1.00
Records and Reminiscences, by Sir F. C.
Byland, 2 Vols. ... 850
Electricity as Applied to Mining, by
Lupton Parr and Perkins ... 750
The Sea Coast, Destruction, Littoral
Drift, Protection, by Wheeler ... 950
Newest England, by Lloyd ... 610
The House of Stuart, by Members of the
London Stock Exchange. Leading
Out-Door Games, 2 Vols. ... 1500
Pi-man's Shot-and-Instructor, Latest
Edition ... 280
Book of Ornamen' & Alphabets ... 190
Examples of Modern Alphabets ... 190
Tarry Thou Till I Come, by Crosby ... 390

Association Football, by N. L. Jackson ... \$3.90
The World of Golf, by Camden Smith ... 3.90
Athletics, by Thomas ... 3.90
Rackets, Tennis and Squash, by Miles ... 3.90
Croquet, by Leonard Williams ... 3.90
Lawn Tennis, At Home and Abroad, by
Myers ... 8.00
Story of a Soldier's Life, Field-Marshal
Viscount Wolsey, 2 Vols. ... 14.00
Portraits of the Sixties, by Justin
McCarthy ... 4.60
Life and Campaigns of Hugh Viscount
Gough, by Hall, 2 Vols. ... 10.00
Mr. Chamberlain, His Life and Public
Career, by E. H. Jeyes ... 6.50
Commissioner Kerr: An Individuality,
by Pitt Lewis ... 5.00
The Black Police of Queensland, by
Kennedy ... 5.00
Some Indian Friends and Acquaintances,
by Kennedy ... 5.00

THE FOX TYPEWRITER. [a33]

QUALITY.

If there is one thing that you want, when you go into a Drug Store, it is **QUALITY.** You want Quality in all Drugs and Chemicals; Quality in all prescription work; Quality in every-thing that has to do with medicine.
Is it not so?
Certainly! There can be no question about it! That is why our trade is so large. It is a recognized fact that our label on a bottle of medicine stamps it with Quality, because it never goes out on any bottle or box of medicine that does not possess Quality.

WATKINS LIMITED.
CHEMISTS AND DRUGGISTS,
THE APOTHECARIES HALL,
WATKINS BUILDING.
Telephone 341.

COTTAM & CO.

LATEST NOVELTIES IN NECKWEAR.
HONGKONG HOTEL BUILDINGS. [a36]

ARNHOLD, KARBURG & CO.
ELECTRICITY DEPARTMENT.

SOLE AGENTS IN CHINA FOR:
THE ALLGEMEINE ELECTRICITÄTS GESELLSCHAFT, BERLIN.
MESSELS. KOERTING BROS., HANNOVER.
THE COMPANY OF WIRELESS TELEGRAPHY, BERLIN.
MESSELS. MIX & GENEST, BERLIN.

PRIVATE ELECTRIC LIGHTING PLANTS A SPECIALITY
Fully detailed Estimates drawn up free of charge upon application to the above.
Hongkong 3rd December, 1903. [3338]

ELECTRIC LIGHT

ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE PRICES
ALWAYS IN STOCK.

EDM. JOHANNSEN,
10, DES VŒUX ROAD CENTRAL.

CONFECTIONERY!!!
THE CHOICE-EST AND LARGEST VARIETY, FROM PARIS AND LONDON.
MARRONS GLACES, CRYSTALLISED FRUITS.
TOM SMITH'S CRACKERS.
XMAS PLUM PUDDINGS.
DAISES, FIGS, FAISINS, ALMONDS and NUTS.
STILTON, CHILDAIR, GORGONZOLA, ROQUEFORT, CAMENBERT,
SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN
CHEESE.
YORK HAM and BEST ENGLISH BACON.
TOYS, TOYS.
DECORATIONS and CANDLES FOR XMAS TREES.

G. GIRAULT. [a40]

NERNST

NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC CO. or SIEMSEN & CO. [55a]

KODAKS,

FILMS,

AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a38]

THE
LAHMEYER ELECTRICAL CO., LD.
LONDON,
AND

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [56]

KELLY & WALSH, LD.

TSUK WA KING TAN 歐傾話俗 ... \$9.00
CHINA'S BUSINESS METHODS AND
POLICY, by T. B. Jernigan ... 6.00
A COMMON SENSE PLAGUE POLICY ... 1.25
Report, by Consul C. W. Campbell, on a
Journey in Mongolia, with Map ... 0.80
KOREA, by Angus Hamilton, Illustrated
HANDBOOK FOR 0.303 in. MAXIM GUN
INFANTRY TRAINING ... 0.90
HAZELL'S ANNUAL 1904 ... 3.90
BRITISH JOURNAL OF PHOTOGRAPHY
ALMANACK ... 0.50
WHITTAKER'S ALMANACK ... 0.50
THE WONDERFUL CENTURY: THE AGE
OF NEW IDEAS IN SCIENCE AND
INVENTION, by A. R. Wallace ... 3.00
REX CHRISTUS: AN OUTLINE STUDY
OF CHINA, by A. H. Smith ... 2.20
THE IMPERIAL ANGLICAN DIARY
1904, Foolscap Size; Interleaved
with Blotting Paper ... 1.50
Russia on the Pacific, by Vladimir;
with Maps ... 9.00
THE RUSSIAN ADVANCE, by A. J.
Beveridge ... 8.00
THE GREAT SIBERIAN RAILWAY FROM
St. Petersburg to Peking, by
M. M. Sheemaker ... 0.70
THE OFFICIAL GUIDE TO THE GREAT
SIBERIAN RAILWAY ... 16.25
MACMILLAN'S ATLAS OF CHINA
AND JAPAN \$1.00 [a32]

AUTHENTIC WAR MAP.

NORTH EAST CHINA, LIAO TUNG
PENINSULA, KOREA, MANCHURIA,
JAPAN, &c., BRIEF HISTORY OF
RUSSIAN AGGRESSIVE MOVEMENT
AND CAUSES BEHIND OF JAPAN, ARMY
AND NAVY STATISTICS, &c. ... \$1.25 [a32]

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT
Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—133 rooms.
Electric Lighting and Electric Fans, if
required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel machinery.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager.

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a1982]

HOTEL CRAIGIEBURN.

PUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a50]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June, 1903. [a318]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Municipal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Luncheon Service for Guests.
For Terms, apply to
MANAGER.
Hongkong, 31st October, 1902. [a49]

"BOA VISTA"

(HOTEL-SANTARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hengnam*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.

NOTICE.

TO THE WEARIED.
THERE is no nicer place to spend a few
days in quiet rest than

MACAO,

And there is no more comfortable Hotel in the
Far East than the

MACAO HOTEL.

WM. FARMER,
Proprietor. [a607]

LATE TELEGRAMS.

[VIA CEYLON.]

THE WAR—HOME "BUNDERS."

A Russian communication to the Paris *Figaro* states that Germany is disposed unreservedly to help Russia in a re-grouping of the Powers, with the object of bringing Russia, France, and Germany together. The project is freely discussed at St. Petersburg as a consummation much to be desired.

It is reported from the same quarter that Russia gave England 36 hours to declare her neutrality. The demand was immediately complied with.

It is categorically stated in Paris that the Russian Foreign Minister, Count Muraviev, during the Fashoda incident, visited President Faure and offered Russia's active co-operation if France decided to fight.

THE "YELLOW PERIL."

London, 19th Feb.

The French newspapers are reiterating the dangers of the "Yellow Peril" and the fear of growing disturbances in China. Feeling on the Continent is very strong.

Reports emanating from Russian sources speculate respecting the attitude of France and Germany.

FASHODA AGAIN.

London, 20th Feb.

It is authentically stated in Paris that Russia offered to join in an anti-English war at the time of the Fashoda crisis.

Russian money is flowing into France and is influencing public opinion. It is reported that the French Government is becoming alarmed at the probable consequences.

THE JIBUTI INCIDENT.

London, 21st Feb.

Japan, in a dignified manner, has expressed regret at France's reading of the international law whereby Jibuti becomes a secondary base for Russia.

RUSSIA'S DEFICIENCY OF TROOPS.

London, 21st Feb.

The St. Petersburg correspondent to *Le Temps* states that it will be two months before Russia will have sufficient troops in the Far East to secure a land victory over Japan.

PRINCE OF WALES'S VISIT TO INDIA.

Calcutta, 20th Feb.

The *Pioneer* bears on good authority from home that the visit of the Prince of Wales to India has been postponed until the cold weather in 1905-06.

SOMALILAND.

Bombay, 22nd Feb.

According to the latest news from Somaliland, General Egerton and Staff have secured the whole of the Nogal Valley without coming in contact with the Mullah. There were traces that, on his rapid trek to the Sor desert, after the battle at Jidbali, the Mullah lost a great number of sheep and camels and abandoned the old and sick soldiers. Deserters' reports are to the effect that the Mullah is in the unmappped zone of Africa. General Egerton will probably resume the offensive with a column from the north, whilst General Manning holds the Nogal Valley.

CAVALRY ACCOUTREMENTS.

London, 22nd Feb.

Mr. Arnold Forster, replying to other questions, said the Cavalry will retain the sword on active service, but the Artillery will not.

NEWS FROM TIBET.

Calcutta, 23rd Feb.

The latest from the Tibet Mission is that heavy snow is filling the Chumbi Valley. Owing to the reorganisation of the transport, supplies are being pushed through rapidly to Phari.

The Lhasa General has gone to Gantok accompanied by Major Brotherton and Rae and Captain Bignell. Major Rae proceeds to Simla. Heavy snow in the Jelep delayed him a day, but the Pass is not blocked. The passage over Nathula from Gantok is obliterated by snow.

GRUESOME PHOTOGRAPHY.

The author of the anthropometric system—M. Bertillon—has since some time been busily engaged in a new and weird discovery. The result of his recent experiments promises to be highly successful; he has devised nothing more or less than a method of endowing the dead with an instant of borrowed "life" for the purpose of a photograph sufficiently "live" to be helpful. M. Bertillon a few days ago went to the Morgue for the purpose of explaining his method to a few scientists and others interested in his discovery. He injected a little glycerine into the eyes of one or two dead bodies of both sexes, which caused the lids to open; after which he endowed the pupils with something of their natural lustre, completing the illusion by imparting a little carmine to the lips. Up to the present post-mortem identification had to rely on the chances of a photograph of the dead body, which proved useless in the majority of cases, even to relatives. The method of M. Bertillon is much simpler, and admits of no doubts.

The Patentees—Macniven & Cameron, Limited—deserve a NATIONAL MEMORIAL for their excellent inventions. *Daily Chronicle.* THE WAYBURY FAN. THE PICKERING FAN. THE OWEN FAN. THE HENDON FAN. Sold at all Stationers. Waverley Works Edinburgh. (402-2)

JAPANESE STUDENTS' WAR SONG.

The Japan Mail gives the following translation of a patriotic song sung by students at a Tokyo College in honour of the recent successes—

1. Hark to the wail of the disembodied spirits over Linotung that was once purchased with their blood! When the wind blows drear at night o'er the yellow sands and white fields, does it bring no sound of strife? The traces of the righteous war have long since vanished, but see! over the mountains of Kan the sky is low'ring. The sun sinks behind the range of Chohaku and what shall be the doom of its ancient dynasty?

2. Hark! At the slogan of the Cossacks, the virtues of sovereignty totter. If the benevolence which ancient Confucian sages have taught in the scriptures written in the books common to us all should perish with the country, then 400 millions people will fall never to rise again. If you pity them arise and slay the cursed foes of humanity.

3. The waters of the Amur once flowed with blood and five thousand lives perished. Yet massacre was not satiated, and at Kishineff too there was a heap of corpses. They call themselves the soldiers of the Tsar—the Slavs—they are all robbers. The history that records their crimes against God and man will never be blotted out.

4. Where now are your words that talked of universal peace? Shall that mouth that swore the oath now feed on Manchuria? In the east, in the Land of Fuso our patriotic people have arisen and will slay Russ as an offering to the God of peace.

5. When peace sheds its bright lustre over the Eastern Sea, then we, taking the staff of the Merchant God shall lay strong and firm the foundations of permanent prosperity. When the sword-blade flashes on the battle-field the fate of our Home Land rests with you, Advance comrades, tried and true! Advance strong sons of a martial land.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 27th ult.

The new Tartar General of Jehol is said to have been endeavouring to improve the local government there and bring the finances into something like order, also to encourage education. He has been so successful that he has submitted a very satisfactory report to the Throne.

A gentleman just arrived from Moukden says objection was made to his coming down by train to Newchwang, so he had to take cart to Simintun and take the train there, a long and tedious journey. He noticed a number of Russian troops near the Simintun terminus ready for any emergency apparently, but they have not yet seized the line.

The General at Kulun reports Russian officers are busy in Mongolia buying horses, and carry passports from the Tartar General of Fengtien, granting them exemption from all duties, etc., but these passes are dated prior to the outbreak of hostilities. The Russians receive every assistance from the Llama there.

A telegram was received by the Waiwpu from Moukden on the 22nd inst, stating that a Russian officer of high rank, who was wounded badly in the leg, was brought to General Chang's yamen by two Russian soldiers. The officer asked for protection, and stated that he did not wish his presence known there.

Two tugboats broke through the ice from Tongku to Taku yesterday morning without much difficulty, the ice there being thin and rotten. At the bends along the river it is still thick, new ice forming the last few nights and holding the floated-down blocks together. Next week, however, there is a prospect of a complete break-up all the way down, and of steamers being able to reach the Bund.

A LILLIPUTIAN SOLDIER.

Cladius Mayenson, a young fellow from Tel, in the Rhone, enjoys the distinction this year of being the "tiny mite" of the French Army. Though odd, it is nevertheless a curious fact, that each year, as the time of French conscription comes round, a dwarf appears on the scene. The Lilliputian height of Mayenson is four feet, while he weighs 65 lbs., he looks more like a boy of seven than a young man three times that age. One of his brothers, a youth of fourteen, is equally a dwarf; they spring from a family of weavers. So robust is the little mannikin, that a march of twenty miles a day is mere child's play to Cladius Mayenson. What a contrast with the days of the first and third Empires, when French soldiers were veritable giants. The Cent Gardes will never be equalled again—at least in France; everyone of these were over six feet high, and proportionately built.

CANCER IN FISH.

Parisians have become very much alarmed at the discovery of cancer in fish. The question which is now being freely discussed in medical and scientific circles is a highly important one, interesting almost everybody. One physician declares that the eating of fish is a most dangerous practice, and to it must be attributed a great percentage of cancer found in human bodies! This, however, is not a general opinion; for cancer has been discovered in a large number of bullocks; at that rate, thousands of animals suffering from the terrible disease must have been consumed as human food, before the days of careful and scientific investigation. According to some authorities, if the flesh of a bullock, &c., be properly cooked, it matters not whether it be diseased or not. May these alarms lead to the greater care of preparing food for the table. As will be seen, numerous controversies exist respecting cancer; the fish version is strongly disputed; none the less, it is unpleasant to read about such things—even occasionally.

RUSSIA'S LAND COMMUNICATIONS.

Writing on the military situation in the Far East about a week before the outbreak of war, a military correspondent of the Times says that, so far as concerns communications by land, the stragulation at Lake Baikal is a serious disadvantage for Russia.

"The break in the Trans-Siberian at Lake Baikal," he writes, "is the greatest blot in the Russian military position in the East. A railway is under construction round the southern shores of the lake, but so far it has only reached Tonkhok, whence it is a two hours' journey to the eastern shore. The railway enterprise encounters many difficulties, it requires the piercing of 19 tunnels through the spurs of the lofty mountains which fall abruptly to the shores of the lake, and Russian engineers have very little experience of making tunnels and are not adepts in this branch of railway work. There are, besides, many broad and deep marshes to be spanned, and the plant required for this purpose will require many construction trains to be devoted to its transport if the work is to be carried on concurrently with the supply and reinforcements of the army in the East. We learnt what it meant in the Soudan to continue work on a railway and yet keep an army of only 20,000 men at the front supplied. The Russian numbers are ten times greater, and the line of communications is therefore greater, even though the Trans-Siberian is, on the whole, more solid than the desert railway of 1898. Lake Baikal is 400 miles in length and is usually frozen over for several months in winter, the first serious frost having occurred this year on January 2. The ice generally increases to a thickness of 3 ft., and though a steam ice-breaker, the *Ledokol*, is able to break through ice of moderate thickness, heavy frost is liable to cause steam traffic to be suspended. During the months of February, March, and April the traffic is almost exclusively by sledge; it is at this moment that the circulation on the Russian roads in the East reaches its maximum, and so long as Baikal remains hard frozen it is rather an advantage than the reverse. But the lake is subject to severe storms, and if these occur before the ice has become firmly set it becomes hammocky, and the traffic by means of sledges is often delayed. In early spring and in autumn the greatest difficulties arise, since the ice is too weak to bear sledges and yet strong enough to impede navigation except by specially constructed craft. With the melting of the ice the Russians are thrown back upon their steamers, and when this moment arrives the French General Staff calculates that only two trainloads can be despatched each way in 24 hours. The calculation of the Japanese Staff is that six trains a day can be sent east every 24 hours under wholly favourable circumstances, but they believe that four trains a day are more likely to represent the fact. One must differentiate between the Trans-Siberian and the so-called East China railways of Russia. The methods used in the construction of the latter sections were a distinct advance upon those employed in the Siberian line. There was less corruption and fraud, more honesty, and consequently more solidity in construction. For these reasons one must calculate that for all local railway transport, in the triangle Port Arthur-Kharbin-Vladivostok, it should be possible to despatch 12 to 16 trains a day at an average speed of 20 miles an hour, and that so long as these railways remain intact they should play a most important role in enabling Russia to meet a Japanese attack or to transfer Russian forces from one flank of the front of strategic deployment to the other."

The same writer says at the conclusion of his article:—"As regards China, the most important point to bear in mind is that the preponderant influence of the great Viceroy and of the Chinese military authorities is almost wholly on the side of Japan, no matter what temporary successes Russian diplomacy may achieve in Peking. The Russian Press is justified in asserting that the unfriendly neutrality of China will be a greater disadvantage to Russia than Chinese hostility. The gradual accumulation of Chinese forces on the Manchurian frontier is a serious menace when every available Russian soldier is required to confront impending attack from the sea. It is a Japanese interest for China to remain neutral for the present, so that Russia may not be able to clear her flank by an act of vigour against China before the Japanese army is able to intervene effectively upon the mainland. It is not at the present moment, but a little later on, that Chinese intervention, on one side or the other, will become a factor of the utmost importance."

In many ways it looks as if Russia were trying to force the intervention of China of which the Times correspondent writes.

SILENT ARTILLERY.

Military authorities look upon the discovery of Georges Boizot, a young soldier, now serving his time at Toul, with the grade of corporal, as being very important indeed. Silent artillery would be quite a novelty. The young French engineer claims that the apparatus which he has so successfully discovered will suppress all smoke, flame, and report in the discharge of cannons in future wars. The Minister of War feels satisfied with the trials recently made at the Toul ranges with "noisy" artillery. Beyond stating that the contrivance is mechanical, and not chemical, nothing further has been permitted to transpire about Georges Boizot's invention, from which more good results are anticipated. Germany or England may already be in possession of complete details and experimenting with a similar, if not a better apparatus. Secrets become known in a wonderful way sometimes.

THE MANCHURIAN QUESTION.

"Diplomats" writes to the Times that perhaps the most important document in connection with the above question is the "Note Verbal" of April 25, 1895, by which the Russian Government, supported by France and Germany, called upon Japan to retrocede the Liaotung Peninsula to China. The official text of this Note has not hitherto been published.

"Diplomats" states that he has, however, a translation which runs as follows:—"The Imperial Russian Government, having examined the terms of peace demanded of China by Japan, considers that the contemplated possession of the Liaotung Peninsula by Japan will not only constitute a constant menace to the capital of China, but will also render the independence of Corea illusory, and thus jeopardise the permanent peace of the Far East. Accordingly the Imperial Government, in a spirit of cordial friendship for Japan, hereby counsel the Government of the Emperor of Japan to renounce the definitive possession of the Liaotung Peninsula." The writer continues:—"The importance of this document scarcely needs emphasising. It lays down very clearly the principle involved in any foreign occupation of Manchuria, and thus anticipates the case of Japan in the present negotiations. What was true of the Japanese occupation in 1895 is doubly true of the Russian occupation to-day. Moreover, this menace to China and Corea is of far more serious moment to Japan than over it was to Russia. Another point worth noting is that this statement of the views of the Russian Government in 1895 entirely disposes of the contention on which Russia bases her refusal to-day to give any assistance in regard to the integrity of China to Japan. 'This question,' she says, 'is a question confined to the treaty negotiations between herself and China, and consequently Japan has nothing to do with it. In 1895, however, the question was also in pure law confined to treaty negotiations between Japan and China, but it was precisely that limitation of it against which the Russians protested. Japan to-day is more moderate than Russia was in 1895. She does not seek to obtain the revocation or amendment of treaties already in force, although she might well do so for the effect is that the treaty in force shall be observed, and that no new treaties in conflict with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall be negotiated. I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria occupied in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1895, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1895 Agreement equality of treatment on the railway for all foreign Powers, including Russia, was stipulated for. Later, however, Count Muraviev forced with them shall

ROBINSON PIANO Co. LD.

FOUR REMARKABLE PIANO - PLAYERS.

APOLLOETTE - - - - - \$450

APOLLO - - - - - \$550

APOLLO "MASTER" PLAYERS.

PLAY EVERY NOTE OF THE PIANO,

SECURING EFFECTS OF TREMENDOUS IMPRESSIVENESS

(OTHER MAKES PLAY 30 NOTES

LESS).

"APOLLO" PLAYERS

for Hire.

APOLLO SUBSCRIPTION LIBRARY.

Hongkong, 3rd March, 1904. [640]

IMPERIAL KWANGTUNG LOAN OF

1895.

WHEREAS the BONDS issued for the IMPERIAL KWANGTUNG LOAN of 1895 provide that "Liabilities contracted under the terms of this Loan are payable to bearer. Should this Bond be destroyed by fire or flood, the holder shall report the number of the Bond to the office of the Commissioner of Customs and obtain and deposit the guarantee of a substantial firm and shall make advertisement in the newspapers. If after the due date for payment, the Bond of this number shall not have been presented for payment, the said firm and the principal and interest accruing under this lost Bond. If at any subsequent date this Bond be presented for payment, the original guaranteeing firm shall be required to pay over the full amount due. In default of the firm shall be fined double that amount. The proceeds of such fines shall be paid over to the Shan Hwa Chu for public purposes. And the Bond, also provides that on the due date for the payment of each instalment of principal and interest the Bond must be presented at the Customs Office for examination and payment. The Commissioner of Customs shall each occasion cut off and retain one of the eleven coupons annexed. When after six years the full amount of principal and interest shall have been paid off the whole Bond shall be cancelled."

AND WHEREAS the final instalment for repayment of the loan was issued by the Kwangtung Government on Kwang Hui 28th year 12th month 10th day (29th January, 1901), and became at once available for repayment of principal and interest upon presentation of the Bonds with the last coupon attached.

AND WHEREAS there are at date still outstanding and unpaid one hundred and one coupon attached, one bond with ten coupons attached, three bonds with five coupons attached, forty-eight bonds with two coupons attached, and nineteen detached coupons, or a total of 151 coupons, all of which have been reported as lost (or stolen).

AND WHEREAS there are still outstanding and unpaid one hundred and one coupon regarding which no report has been received.

NOTICE IS HEREBY GIVEN that any of the outstanding coupons under the Imperial Kwangtung Loan of 1895 which shall not be presented to the Office of Customs at Canton for verification and payment on or before Kwang Hui 29th year 6th moon 28th day (the tenth day of August, 1904), will be forfeited and will not be further recognized, and

FURTHER that any application for repayment of Bonds or coupons reported to have been lost or stolen shall be accompanied by a guarantee in a form approved by the Commissioner of Customs. Notice of the application shall be advertised at the applicant's expense for three months in such way and at such intervals as may seem advisable to the Commissioner of Customs, and if no objection is made before the expiration of the three months, the amount claimed may then be paid.

This Notification is issued on behalf of the Kwangtung Provincial Authorities without personal responsibility to the undersigned.

E. DE LUCA,
Acting Commissioner of Customs,
Custom House,
Canton, 6th January, 1904. [178]

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTON'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.
Hongkong, 22nd December, 1903. [3513]

THE WOMAN ON THE DERELICT, BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL, BY GUY BOOTHBY.

(Author of "Dr. Nikola," "My Indian Queen," &c., &c.)

CHAPTER X.

I cannot say that I passed a pleasant night after my visit to Hampton Court. That there was something going on which I did not understand I felt sure, and the fact that I could not do so worried me beyond measure. I tumbled and tossed in my bed hour after hour, vainly trying to discover a reason for it all. One thing, however, was quite certain, and that was that, until my mind was set at rest, I would not allow myself of Armitage's proffered assistance, however desirous he might appear of helping me. Before I went any further I wanted to know what the connection was between himself and the little wretch who had followed me that evening. The excuse he had given me for rowing him struck me as ridiculous in the extreme and only added to my suspicions. Was it possible that this mysterious business could have anything to do with the crime that had been perpetrated on board the brig? But I put this notion from me as absurd. In the first place it was not likely that a gentlemanly man like Armitage would be concerned in such a dastardly act, and if he had how could he possibly have known that I had any knowledge of the affair at all? Again another argument. The proof itself was so carefully disguised, that he must have known that he could laugh the idea of detection to scorn. But in that case, and here the old argument came up again, what possible reason could he have for putting his man on to shadow me? At last, being quite unable to make head or tail of it, I gave up consideration of the matter for the time being, and devoted myself to thinking over my journey to Florence, whither I intended to proceed by the early train on the following morning. That I was running the risk of imperilling my own happiness by proceeding in search of the mysterious Bartolomeo Canti I was quite aware, for who could say what he might reveal to me. Prior to my discovering her on the brig in such dire misery, the life of the girl I loved was a sealed book to me. For aught I knew to the contrary she might already be married. The fact that she wore no wedding ring counted for nothing. It might have been stolen from her by the murderer of the man we had found on deck; moreover, let it be for good or ill, I was resolved to carry the matter through. So to Florence I would go.

By eight o'clock the kit bag I intended to take with me was packed, the remainder of my luggage was handed over to the care of the manager, the knives were once more reposing in the safe, and I was hard at work upon my breakfast. All that remained afterwards was to settle my bill and then be off to the station. Having taken my ticket I obtained a supply of papers and books to amuse me on the road, and then sought a carriage. So far as I could judge it did not appear to be a full train, and I was glad to think that in all probability I should have my companion to myself. I was destined to be disappointed, however, for, at the very last moment, just as the train was about to start, a porter threw open the door, and a dapper little man, evidently French, immaculately dressed, and carrying a rug over his arm, jumped in. Before seating himself, he bowed politely and wished me "good morning." I returned the salutation, but with no good grace. He did not seem to notice it, but exchanging his silk hat for a cap, lit a cigar, and settled himself down for the journey. Between Clarendon Cross and Dover we conversed once or twice, but, seeing that my French is unintelligible, while his English was if anything worse, we did not make very much headway.

At length we reached Dover, and made our way on board the steamer. It was by no means a nice morning, and there was a good sea running, which I gathered would prove disastrous for more than one of my fellow-passengers. I heard my companion from London utter a groan as he looked at it, and well he might, for we had not been steaming a quarter of an hour before he was completely hors-de-combat. Poor fellow, he presented a pitiable spectacle, and alas, he was not the only one. They were lying about in all directions, and each one looked as if they never expected to reach the French coast alive. Only once have I experienced sea-sickness, but that was sufficient to last me a lifetime.

At last I reached Paris, only to push on again in due course upon my adventurous journey. Forty hours after leaving London found me at my destination, and very glad to be there, even though I did arrive there in the middle of the night, to find no cab available, and had still more difficulty to discover my hotel. Of all the big cities of the world that are deficient in cab accommodation, Paris is one of the worst. However, I managed at length to discover a more than usually intelligent native, who not only was acquainted with the cabman's name, but who was also willing, for an extortionate sum, not only to conduct me thither, but, most wonderful thing of all, to carry my bag. I engaged his services upon the spot, and we set off upon one of the loneliest peregrinations it has ever been my ill fortune to undertake. The rascal had not understood my meaning after all, and led me up one street and down another until I was driven nearly desperate. The old saying that "it is a long lane that has no turning" was never truer than in my case, for just when I was beginning to feel as if I could murder him, we turned into a broad thoroughfare. There was the hotel itself with the name above the door. I took my bag, rewarded my guide with money and bad language, and then made my presence known to the authorities at the hotel. I had warned them by telegram of my coming, so that they were prepared to receive me. I was shown to my room at once, turned into one of the hardest beds I have ever known, and slept like a top until nine o'clock.

When I had breakfasted after the English fashion, I asked to see the manager, and was shown to his office. He was a fat, greasy little fellow, with jet black eyes, hair and an enormous double chin. Fortunately for me, he spoke sufficient English to be able to understand what I said, and he was good enough to assure me that anything he could do to assist me should be done. His method of expressing himself is beyond me, so that with your permission I will reduce it as far as possible to plain English. I informed him that I had travelled from London in order to endeavour to discover the whereabouts of a certain teacher of painting, whose name was Bartolomeo Canti, and I assured him of my gratitude should he be able to give me any information concerning him. But he only shrugged his shoulders, spread out his hands, and vowed that, gladly as he would do so, it was not in his power. I gathered from what he said, since he was not able to help me, he would never know happiness again. Then

an idea struck him, he started melodramatically, placed one fat finger to his forehead, and going to the door called "Andrea."

A few moments later a tall, gaunt individual made his appearance, bowed to me and then to his master, after which an animated conversation ensued. I thought it was never going to cease. But at last it did so, and the manager turned to me, and informed me that the illustrious Signor Canti had a college for the art of painting in a street, the name of which I cannot for the life of me remember. I asked him to convey my thanks to Andrea, who thereupon bowed with the air of a Court chamberlain and withdrew.

I then asked the manager whether he could introduce me to any Englishman or Italian, who could speak both languages sufficiently well to act as an interpreter. He pondered on the question, and at last asked for time to think it over. At the end of an hour he might be able to find me just the man I wanted.

If I went for a walk, and, when I returned found that he had been successful. What the man's nationality was I don't think he could have told you, but he spoke both languages as to the manner born. I engaged him on the spot, and we set off for the street to which Andrea had directed us. From its appearance the Maestro would not seem to have been very successful, and I could not imagine Miss Alexandra working in such a place.

After repeated hammerings upon the door, and just as we were beginning to lose patience, a withered old crone opened it to us. So shrivelled and ugly was she that she might very well have served as the painter for the Witch of Endor. My interpreter, however, led into conversation with her, to which she replied in a voice that was like the sharpening of a saw. The shot of it was that the man we were in search of had discovered that he was too old to continue work, had sold the school, and purchased a villa in the suburbs of the city.

Having rewarded her we left, and went in search of a vehicle in which to drive to the place in question, which my guide informed me was distant some three and a half miles.

(To be continued.)

YING KEE,
REFRESHMENT CONTRACTOR and
CATERER.
Ball Suppers, Dance Suppers, Picnics, Luncheons, and At Homes Catered for.
Cutlery, Crockery, and Table Linen on hire.
For Terms, apply to—**YING KEE,**
(First Floor) 50, Des Voeux Road Central.
Hongkong, 12th December, 1903. [3434]

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING
THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNOLD & CO.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [449]

TO LET.
2ND and 3RD FLOORS, No. 35, QUEEN'S
ROAD CENTRAL, suitable for Office.
Apply to—**WING CHEONG,**
35, Queen's Road Central.
Hongkong, 3rd November, 1903. [74]

TO LET.
"THE EYME" (PEAK).
"ALEXANDRA" BUILDINGS, Rooms
on the Top Floor.
Nos. 15 & 17, MOSQUE JUNCTION,
No. 13 & 21, BELLOUSE TERRACE.
Apply to—**LINSTEAD & DAVIS.**
Hongkong, 1st March, 1904. [397]

TO LET.
Shamoen, Canton.
ONE or more FURNISHED ROOMS, in
excellent situation.
Apply to—**X. X.,**
Care of Daily Press Office.
Hongkong, 25th February, 1904. [582]

TO LET—FURNISHED.
"LEWKNOR," THE PEAK, for 18 months
from middle of March. Well furnished.
Less than 15 minutes from tram.
Apply to—**M. W. SLADE,**
Care of Daily Press Office.
Hongkong, 26th January, 1904. [331]

TO LET.
"BRAKENKNOVE," No. 35, Conduit
Road, Six Rooms and Garden
Possession from 1st May.
Apply to—**C. F. DE CARVALHO,**
Care of H. and S. Bank.
Hongkong, 15th February, 1904. [519]

TO LET.
NOS. 4, 5, 6 and 9, AUSTIN AVENUE,
Kowloon, at moderate rentals, with
immediate possession.
Apply to—**HUMPHREYS' ESTATE AND
FINANCE CO., LD.**
Hongkong, 1st March, 1904. [102]

TO LET.
ONE SPACIOUS NEW GODOWN,
very suitable for Dry Goods.
Apply to—**W. LISAUGHT,**
153, Wanchai Road.
Hongkong, 3rd December, 1903. [78]

TO LET (FURNISHED).
For 6 months from 1st April, 1904.
"EGGS FORD," SIX-ROOMED
HOUSE at the PEAK.
Apply to—**LINSTEAD & DAVIS.**
Hongkong, 16th January, 1904. [271]

TO LET.
FROM 1st April, HOUSE "FERNSIDE"
Robinson Road.
Apply to—**E. M. HAZELAND,**
35, Queen's Road Central.
Hongkong, 2nd March, 1904. [627]

TO LET.
TO LET.
TWO FURNISHED ROOMS, BATH-
ROOM, COOKROOM, "SERVANTS" QUAR-
TER, etc., in Robinson Road.
Apply to—**C.,**
Care of Daily Press Office.
Hongkong, 2nd March, 1904. [628]

TO LET.
N. 2, "MAGDALENE TERRACE,"
MAGAZINE GAP.
Apply to—**SPANISH PROCURATION.**
Hongkong, 1st July, 1903. [72]

TO LET.
TWO LARGE ROOMS in a Building
facing the Canal, British Concession,
Shamoen, Canton.
Apply to—**V. P. MUSSO & CO.,**
Shamoen, Canton.
Hongkong, 2nd March, 1904. [629]

TO LET.
NOS. 5 and 6, BARROW TERRACE
Kowloon. Available 1st March.
Apply to—**THE SAM WANG CO., LD.**
Hongkong, 5th February, 1904. [428]

TO LET.
HOUSE No. 2, QUEEN'S GARDENS as
from 31st December, 1903.
Apply to—**Messrs. JARDINE, MATHESON & CO.**
Hongkong, 12th December, 1903. [77]

TO LET.
N. 1, RIFON TERRACE (in FLATS).
No. 4, RIFON TERRACE.
No. 10, MACDONNELL ROAD.
No. 15, WONG-NEI-CHONG ROAD,
facing Horse-shoe.
FLATS in MOUNTAIN TERRACE, facing the
Polo Ground.
OFFICES in course of erection, CONNAUGHT
ROAD (near BLAKE PIER).
GODOWNS No. 3, BLUE BUILDINGS.
GODOWNS, PRAYA EAST.
Apply to—**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 2nd February, 1904. [75]

TO LET.
A NEWLY-BUILT HOUSE in Bonham
Road, (erected on Lot 591).
Apply to—**40 & 86, WING LOK STREET.**
Hongkong, 20th February, 1904. [547]

TO LET.
FIRST and SECOND FLOORS of No. 34,
Queen's Road Central, opposite the
General Post Office, after March 31st, 1904, at
present occupied by Messrs. Powell & Co., and
the Cosmopolitan House. This house is
especially suitable for people who are seeking
places for hotel purposes.
Please apply to—**YEE SANG FAT,**
at the above address.
Hongkong, 29th December, 1903. [380]

TO LET.
OFFICES, CENTRAL POSITION.
No. 6, ROBINSON ROAD.
No. 33, CONDUIT ROAD, Six rooms.
Tennis Court.
No. 71, WYNDHAM STREET.
And others to suit various requirements.
S. A. SEPE,
Land and Estate Broker.
Hongkong, 12th February, 1904. [73]

TO LET.
GODOWN, No. 32, PRAYA EAST.
Nos. 4 & 8, CASTLE ROAD.
Nos. 15, 17 & 19, SEYMOUR ROAD.
Nos. 74, CAINE ROAD.
Nos. 4, MACDONNELL ROAD, possession
from 1st April.
Apply to—**COMPTON DEPARTMENT,
Nippon Yusen Kaisha.**
Hongkong, 5th March, 1904. [430]

TO LET.
One Suite of ROOMS (2), on the GROUND
FLOOR of the Hongkong Club Annex,
Suitable for Offices.
For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 23rd February, 1904. [569]

BOARD AND RESIDENCE.
BOARD AND RESIDENCE.
MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [2626]

"TANG YUEN,"
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply to—**MANAGERESS,**
Macdonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [71]


FIRST-CLASS BOARD & RESIDENCE
"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.
EXCELLENT Table, Every home comfort.
Well furnished rooms facing the harbour.
For terms, apply to—**Mrs. G. SACHSE,**
"St. George's House,"
Hongkong, 17th March, 1903. [70]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to **Mrs. MATHER,**
2, FOLDER'S HILL.
Hongkong, 1st January, 1904.

"DARTRING"

A perfect complexion
depends on delicacy of skin, which is conferred by
'DARTRING' 'LANOLINE'
No imitation can bear the 'Dartring'.
No imitation can be called 'Dartring'.
{ 'DARTRING' TOILET 'LANOLINE'
is a valuable name }
{ 'DARTRING' 'LANOLINE' TOILET SOAP. }
Demand the genuine
Wholesale: Mr. Hildner, Hildner, London, Eng.
1255-2

BUTTERFIELD & SWIRE,
Agents
LONDON AND LANCASHIRE
ROYAL EXCHANGE
PALATINE
ORIENT
Fire Insurance Companies.
Hongkong, 18th August, 1903
[1819-2]

JAPAN  **COALS.**
MITSUI BUSSAN KAISHA
MITSUI & CO.
HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PATERSON'S BUILDINGS, 105, HUNTER STREET
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Canton, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasabe, Maiduru, Miike, Hakodate, Taipei, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 C.)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinomiya, Hamada, Manasawa, Onoura, Otsuki,
Sasahara, Tsubakuro, Yoshitani, Yoshio, Yumohara, and other Coals.
N. INUZUKA, Manager, Hongkong.

NEW ORIENTE HOTEL
CORNER REAL AND MAGALLANES, WALLED CITY
MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.
HOTEL
Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly
Furnished Rooms. Coolest Dining Room in Manila.
RESTAURANT
Handsomely decorated. Cool and pleasant. Best of attendance. Private dining
rooms for parties. Only the best of wines and liquors. Under the direction of Mr.
and Mrs. Newirth.
BAR
Under the direction of American mixologist. Anything you want served promptly
and pleasantly.
BILLIARD ROOM
Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in
attendance.
STABLES.
Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast
horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,
PROPRIETORS.
[206]

"UP-TO-DATE SHORT HAND"
has reached Hongkong, where a
Permanent Studio has been opened near the
G.P.O. and WATKINS, LTD., Queen's Road
Central.
1st Lesson write any Word.
4th Lesson write 40 Words a Minute.
11th Lesson write 120 Words a Minute.
21 Lessons to Completion of Full Course.
TERMS: \$50, or by Instalments. No Books
to Buy, or other Payments to make.
May be learned in One Month; the very
Dullest in 12 Weeks.
OUR ANSWERS TO QUESTIONS
OFTEN ASKED ON THE
"UP-TO-DATE SHORT HAND."
Can it be learned as well by post as at
your Studio? ... YES.
Can a person of ordinary intellect master
it in six weeks? ... YES.
The full course to completion and fast
writing in six weeks? ... YES.
Do you examine us on each lesson? ... YES.
Personally or by post? ... YES.
Is it easy to learn and to read? ... YES.
Is it accepted by Government Offices the
world over? ... YES.
Do you give certificate of competency
on completion? ... YES.
Do you supply a lesson book to each pupil
and show the date each lesson is
given? ... YES.
Then this is proof of the pupil's progress;
and before receiving the 12th lesson
I must write 120 words a minute? ... YES.
Shall I be competent to write a shorthand
letter and make notes? ... YES.
At the third lesson within one week? ... YES.
The pupils take as long as they like between
the lessons; they master one and then come
(or send if a Postal Pupil) for the next.
It is not a School or a Class, you come for
10 minutes at any time you like between 9 A.M.
and 6 P.M. take your lesson and return when
you have learned it.

PRINCIPAL:
WARWICK FEELE.
(Late Special Reporter British Houses Lords
Commons, and High Courts.)
Hongkong, 4th March, 1904. [560]

NOTICE TO CONTRACTORS.
CITY OF MANILA.
OFFICE OF THE MUNICIPAL BOARD
SECRETARY'S OFFICE.

SEALED PROPOSALS will be received at
this Office until 12 o'clock Noon, of the
first day of June, 1904, for the construction of
the superstructure for a lift bridge over the
Binondo canal in the City of Manila, in
accordance with plans on file at the Office of
the City Engineer.
Bids will be received (1st) for the delivery
and erection of the structure complete in every
respect and ready for use; (2nd) for the delivery
at the wharf in Manila, free from all expenses,
machinery of every sort, ready for the erection
of the bridge complete.
Each bid shall be accompanied by (1st) a
stamped sheet showing the maximum live and dead
loads and net sections and the material of which
each member is to be composed; (2nd) a certified
check payable to the City of Manila in the sum
of one thousand dollars (\$1,000) United States
currency, or its equivalent, as a guarantee that
the contractor will within ten (10) days from
the awarding of the contract enter into contract
with the City of Manila for the faithful
performance of all the work above specified.
A bond of ten per cent (10%) of the accepted
bid will be required for the faithful performance
and completion of the contract within a period
of twelve (12) months from the date of signing
the contract.
PRINTED FORMS FOR BIDS, plans and
all necessary information may be obtained by
the Office of the City Engineer, Manila, P.I.,
New York City, and the Bureau of Insular
Affairs, Washington, D.C.
The rights reserved by the City of Manila
to reject any or all bids and to waive any
defects.
By Direction of the Board,
JOHN M. TUTTLE,
Secretary.
Manila, P. I., January 21st, 1904. [361]

SHIPPING.

ARRIVALS.
 Mar. 6, TROCAS, British str., 2,657, Phillips, Singapore 25th Feb., Bulk Petroleum.
 Mar. 7, ONSAWA, British str., 1,787, J.T. Davies, Java 27th Feb., Sugar.—JARDINE, MATHESON & CO.
 Mar. 7, RORON, British gunboat, 85, Vaughan, Siam 31st Feb.
 Mar. 8, A. AFAR, British str., 2,931, E. Fey, Calcutta 20th February, General.—DAVID SASSON & CO.
 Mar. 8, BENLUTCH, British steamer, 2,692, Thomson, Singapore 2nd March, General.—GIBB, LIVINGSTON & CO.
 Mar. 8, BENLUTCH, British str., 1,481, David Clark, Rangoon 2nd February, Rice.—GIBB, LIVINGSTON & CO.
 Mar. 8, FOYLE, British str., 2,690, T. A. Page, Moji 1st March, Coal.—M. B. KAISHA.
 Mar. 8, FURST BISMARCK, German flag, 11,000, Friedrich, Tientsin 2nd March.
 Mar. 8, BAIGING, British str., 1,297, A. E. Hodgins, Foo how via Amoy 6th March, General.—DOUGLAS LARPAIK & CO.
 Mar. 8, KWONGSANG, British str., from Canton.
 Mar. 8, OCEAN, British str., from Min.
 Mar. 8, PRINCE, German steamer, 687, F. Bremer, Hamburg 4th March, Rice.—STERN & CO.
 Mar. 8, SAKONIA, German steamer, 2,234, H. Bremer, Hamburg 4th March, Rice.—STERN & CO.
 Mar. 8, STORE NOLDSKE, Danish cable str., 861, E. Suenon, from a cruise.
 Mar. 8, TAIPO, British str., 5,000, G. H. Chong, from a cruise.
 Mar. 8, TAIPO, British str., 4,890, G. H. Chong, from a cruise.
 Mar. 8, TAIPO, British str., 4,890, G. H. Chong, from a cruise.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 8th March.

Brigade, German str., for Yokohama.
 Frigate, German str., for Chiofo.
 Kowloon, French str., for Saigon.
 Kowloon, French str., for Saigon.
 Whampoa, British str., for Canton.

DEPARTURES.

ARMAND BEHIC, French str., for Shanghai.
 AUSTRALIAN, French str., for Europe.
 BRAEMAN, British str., for Kobe.
 BRUNHILDE, German str., for Swatow.
 CHIVVEN, Chinese str., for Shanghai.
 EDWARDS, British str., for Phatung.
 LOONGSANG, British str., for Manila.
 MACHOW, German str., for Bangkok.
 MICHAEL JENSEN, German str., for Kobe.
 THALES, British str., for Co. Port.
 TRIUMPH, German str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCK.—In repair, Beechley.
 Kowloon Dock.—H. I. G. M. S. Mowee.
 H.M.S. Glory, Ellen Rickmers, Sangkang, Lin Tan, Elze, Solent, Fiume, Kufong, Seester, Stobber.
 COSMOPOLITAN DOCK.—Salfordia.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW.

THE Company's Steamship
 "HAICHING,"
 Captain Hodgins, will be despatched for the above port TO-DAY, the 8th inst., at 10 a.m.
 For Freight or Passage, apply to
 DOUGLAS LARPAIK & CO.,
 General Managers.
 Hongkong, 7th March, 1904. [681]

FOR YOKOHAMA AND KOBE.

THE Steamship
 "BRISGAVIA,"
 Captain Schuller, will be despatched for the above ports TO-DAY, the 8th inst., at Noon.
 For Freight, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 29th February, 1904. [610]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
 "EASTERN,"
 Captain W. Ellis, will be despatched as above TO-MORROW, the 10th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 5th March, 1904. [623]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, Port Darwin and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "EASTERN,"
 Captain Ellis, will be despatched for the above ports TO-MORROW, the 10th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 5th March, 1904. [624]

FOR YOKOHAMA AND KOBE.

THE Steamship
 "SAXONIA,"
 Captain Bremer, will be despatched for the above ports TO-MORROW, the 10th inst., at 4 p.m.
 For Freight, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 4th March, 1904. [652]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	12th inst., at Noon.
LONDON & ANTWERP	ARAB	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	15th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	BORNEO	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	PAK LING	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	23rd inst.
LONDON & ANTWERP	MACHAON	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	12th April.
LONDON & ANTWERP	TELMACHUS	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	26th April.
BREMEN, VIA PORTS OF CALL	HAMBURG	Ger. str.	G. Meiners	MELCHERS & CO.	21st inst., at Noon.
HAYRE & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	22nd inst.
HAYRE & HAMBURG	ABESSINIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	5th April.
HAYRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	10th April.
HAYRE & HAMBURG	SUEVIA	Ger. str.	Bork	HAMBURG-AMERIKA LINIE	19th April.
HAYRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	28th April.
HAYRE & HAMBURG	MARBURG	Ger. str.	Stable	HAMBURG-AMERIKA LINIE	8th May.
TRIESTE, &c. VIA SINGAPORE, &c.	GLAUCUS	Brit. str.	Geo. H. Wallace	BUTTERFIELD & SWIRE	17th May.
GENOA, MARSEILLES & LIVERPOOL	AFRIDI	Brit. str.	Geo. H. Wallace	BUTTERFIELD & SWIRE	23rd inst.
NEW YORK, VIA SUEZ CANAL	KENNERLY	Brit. str.	Geo. H. Wallace	BUTTERFIELD & SWIRE	20th April.
VANCOUVER, VIA SHANGHAI &c.	E. OF JAPAN	Brit. str.	J. Truebridge	CANADIAN PACIFIC R. CO.	21st inst.
VICTORIA (B.C.) & PACOMA VIA JAPAN	ATHEANIAN	Brit. str.	J. Truebridge	CANADIAN PACIFIC R. CO.	27th April.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	VICTORIA	Brit. str.	J. Truebridge	CANADIAN PACIFIC R. CO.	16th inst.
PORTLAND, OREGON	NINGCHOW	Brit. str.	W. E. Craven	PORTLAND & ASIATIC CO.	24th inst.
AUSTRALIAN PORTS	INDRASAMHA	Brit. str.	W. E. Craven	PORTLAND & ASIATIC CO.	24th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	CHINGTU	Brit. str.	W. E. Craven	PORTLAND & ASIATIC CO.	24th inst.
YOKOHAMA & KOBE	MALACCA	Brit. str.	A. F. Street	HAMBURG-AMERIKA LINIE	24th inst.
YOKOHAMA & KOBE	BRISGAVIA	Brit. str.	Schulke	HAMBURG-AMERIKA LINIE	24th inst.
YOKOHAMA & KOBE	SAKONIA	Brit. str.	Brehmer	HAMBURG-AMERIKA LINIE	24th inst.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	Schulke	HAMBURG-AMERIKA LINIE	24th inst.
YOKOHAMA & KOBE	KYANSE	Brit. str.	R. F. Summers	BUTTERFIELD & SWIRE	24th inst.
YOKOHAMA & KOBE	SMILA	Brit. str.	R. F. Summers	BUTTERFIELD & SWIRE	24th inst.
YOKOHAMA & KOBE	TRITOS	Brit. str.	H. Kraft	OSAKA SHOSEN KAISHA	24th inst.
YOKOHAMA & KOBE	M. STRUYE	Brit. str.	T. Brandt	OSAKA SHOSEN KAISHA	24th inst.
YOKOHAMA & KOBE	FRITHJOF	Brit. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	24th inst.
YOKOHAMA & KOBE	HAICHING	Brit. str.	Hodgins	BUTTERFIELD & SWIRE	24th inst.
YOKOHAMA & KOBE	KANSU	Brit. str.	T. W. Gardick	DODWELL & CO., LD.	24th inst.
YOKOHAMA & KOBE	TRENTON	Brit. str.	W. Ellis	GIBB, LIVINGSTON & CO.	24th inst.
YOKOHAMA & KOBE	EASTERN	Brit. str.	W. Ellis	BUTTERFIELD & SWIRE	24th inst.
YOKOHAMA & KOBE	KAFORGE	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	24th inst.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	24th inst.
YOKOHAMA & KOBE	ISCHIA	Ital. str.	Magazzini	CARLOWITZ & CO.	24th inst.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"COROMANDEL,"
 Captain G. M. Montford, R.N.R. carrying His Majesty's Mail, will be despatched from this port for Bombay, etc., on SATURDAY, the 12th MARCH, at NOON, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; and cargo for London, &c., will be conveyed via Bombay.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 8th March, 1904. [1]

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
 THE Steamship
 "ISCHIA,"
 Captain Magazzini, will be despatched as above on SATURDAY, the 12th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 3rd March, 1904. [4]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
 PROPOSED SAILINGS FROM HONGKONG.
 "AFRIDI" early April.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 29th February, 1904. [1125]

HONGKONG-MACAO LINE.
 S.S. "WING CHAI,"
 Captain Samuel Bell Smith.
 DEPARTURES from Hongkong, on week days, at 7.30 a.m.; on Excursion Sundays, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.
 FARE—(week day) 1st Class (including cabin and service), \$2. Return Ticket \$5.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.
 MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

NATAI LINE OF STEAMERS.
 THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA STRAITS NAVIGATION CO.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897. [8]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG	HAYRE and HAMBURG	On 21st Mar. Freight.
SAKONIA	(Calling at Singapore and Penang)	On 22nd Mar. Freight.
SAMBIA	HAYRE and HAMBURG	On 22nd Mar. Freight.
ABESSINIA	(Calling at Singapore and Colombo)	On 5th April. Freight.
BRISGAVIA	HAYRE and HAMBURG	On 10th April. Freight.
SUEVIA	(Calling at Singapore and Colombo)	On 18th April. Freight.
ARTEMISIA	HAYRE and HAMBURG	On 3rd May. Freight.
MARBURG	(Calling at Singapore and Colombo)	On 17th May. Freight.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSEN KAISHA. REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANFING, VIA SWATOW	"TITOS"	WEDNESDAY, 9th March, at 10 a.m.
AND AMOY	"H. KRAFT"	March, at 10 a.m.
TAMSUI, VIA SWATOW	"M. STRUYE"	SUNDAY, 13th March, at 10 a.m.
AND AMOY	"T. BRANDT"	March, at 10 a.m.
TAMSUI, VIA SWATOW	"FRITHJOF"	SUNDAY, 20th March, at 10 a.m.
AND AMOY	H. A. HARALDSEN	March, at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been used instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
 Hongkong, 8th March, 1904.
 T. ARIMA, Manager. [175]

PORTLAND & ASIATIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"INDRASAMHA"	5,197	W. E. Craven	March 24, 1904
"INDRABELLI"	5,399	R. P. Craven	April 24, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 19th February, 1904. [114]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,900 Tons—10,000 Horse-Power—Speed 19 knots.
 SAYING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	TONS.	CAPTAIN	TO SAIL ON
R.M.S. "EMPERESS OF JAPAN"	6,900	W. E. Craven	WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA"	6,900	R. P. Craven	WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA"	6,900	W. E. Craven	WEDNESDAY, 20th April.
R.M.S. "ATHEANIAN"	3,882	W. E. Craven	WEDNESDAY, 27th April.
R.M.S. "EMPERESS OF JAPAN"	6,900	W. E. Craven	WEDNESDAY, 11th May.

Hongkong to London, 1st Class via St. Lawrence 200 via New York 282.
 Intermediate on Steamers 240.
 1st and 2nd Class Rail 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guide-books, Rates of Passage and Freight, apply to
 D. F. BROWN, General Agent,
 9, Paddar Street.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBÉ (Passing through the Inland Sea)	MALACCA A. F. Street	About 8th March	Freight and Passage.
LONDON, &c.	COROMANDEL G. M. Montford, R.N.R.	Noon, 12th March	See Special Advertisement.
SHANGHAI	SINLA F. E. Summers	About 13th March	Freight and Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO G. W. Gordon, R.N.R.	About 17th March	Freight and Passage.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 8th March, 1904. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALLVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY 16th March
PREUSSEN	WEDNESDAY 30th March
HAMBURG	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April
OLDENBURG	WEDNESDAY 11th May
BAVERN	WEDNESDAY 25th May
SACHSEN	WEDNESDAY 8th June
ZIETEN	WEDNESDAY 22nd June
SEIDLITZ	WEDNESDAY 6th July
PRINZ REGENT LUITPOLD	WEDNESDAY 20th July
ROON	WEDNESDAY 3rd August
PREUSSEN	WEDNESDAY 17th August
PRINZ HEINRICH	WEDNESDAY 31st August
GNIESEN	WEDNESDAY 14th September
BAVERN	WEDNESDAY 28th September
SACHSEN	WEDNESDAY 12th October
ZIETEN	WEDNESDAY 26th October
PRINZESS ALICE	WEDNESDAY 9th November
PRINZ REGENT LUITPOLD	WEDNESDAY 23rd November
PREUSSEN	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
PRINZ HEINRICH	WEDNESDAY 4th January 1905

ON WEDNESDAY, the 16th day of MARCH, 1904, at Noon, the Steamship "ROON," Captain G. Meiners, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till NOON on MONDAY, the 14th March. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 15th March, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 15th March.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 5th March, 1904.

NORTHERN PACIFIC LINE. NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* VICTORIA	3,502	J. Truebridge	Wednesday, March 16th
* TREMONT	9,606	T. W. Gardick	Friday, March 25th
* OLYMPIA	2,837	A. Dixon	Wednesday, April 27th
* LYRA	4,417	G. V. Williams	Wednesday, May 4th
* TACOMA	2,832	M. Ridley	Friday, May 13th
* SHAWMUT	9,606	W. M. Smith	Saturday, May 21st

* Not carrying second class passengers. † Cargo only.

FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.
 S.S. TREMONT 9,606 tons. T. W. Gardick About 9th March.
 S.S. SHAWMUT 9,606 tons. W. M. Smith About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 29th February, 1904. [7]

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Highest Class, newest, fastest and most luxurious Steamers. Perfect Hongkong and Manila. Saloon amidships. Electric Light. Perfec Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2,540	R. Rodger	Manila direct.	Sat., 12th Mar., 10 a.m.
RUBI	2,540	R. W. Almond	Manila direct.	Sat., 19th Mar.,

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	On 22nd March.
GLASGOW and LIVERPOOL	"ANTONOR"	On 24th March.
GLASGOW and LIVERPOOL	"OUPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"AJAX"	On 15th March.
LONDON and ANTWERP	"GLAUCUS"	On 15th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.
LONDON and ANTWERP	"MACHAON"	On 12th April.
LONDON and ANTWERP	"IDOMENEUS"	On 20th April.
LONDON and ANTWERP	"TELEMACHUS"	On 26th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBÉ, and YOKOHAMA.	"NINGCHOW"	On 24th March.

The s.s. "TELEMACHUS" left Singapore on the 3rd inst., at noon, and is due here on the 8th inst.

The s.s. "TYDEUS" left Victoria B.C. on the 21st inst., for Japan and Hongkong.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 4th March, 1904.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAWEI & TIENSIN	"KANSHU"	On 10th March.
MANILA	"KAIFONG"	On 11th March.
SHANGHAI	"KWANGSE"	On 13th March.
KOBÉ	"CHINGTU"	On 21st March.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	On 8th April.

* The attention of Passengers is directed to the superior accommodation offered by the

steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified

Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other

Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND

AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 8th March, 1904.

[12]



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BAZILIS,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"SILESIA."

Captain Stabile, will be despatched as above on

WEDNESDAY, the 23rd March.

For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 29th February, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC."

Captain Geo. R. Wallace, will be despatched as

above on or about WEDNESDAY, the 23rd

inst.

For Freight or further information, apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department.

Hongkong, 2nd March, 1904.

[338]

FOR CANTON.

THE new and fast Twin-Screw Steamship

"SAN CHEUNG."

551 Tons, Captain A. Murphy, will leave for

Canton at 8 P.M., on SUNDAYS, TUES-

DAYS and THURSDAYS, and return to

Hongkong on the following days, leaving Canton

at 5 P.M. Excellent accommodation, electric

light, and perfect cuisine. Wharf at Hongkong

near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1

each.

Cargo Freight very moderate.

J. TREVOUX & CO.,

No. 123, Connaught Road Central,

Hongkong, 30th June, 1903.

[27]

NOTICE TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBÉ and MOI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for countersign-

ature and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

BODWELL & CO., LD.,

Agents.

Hongkong, 4th March, 1904.

[7]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBÉ and MOI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for countersign-

ature and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

BODWELL & CO., LD.,

Agents.

Hongkong, 4th March, 1904.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"RHEIPEUS."

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will lie at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 4th inst.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 A.M. on the 9th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 9th inst. will

be subject to rent.

All Claims against the Steamer must be

presented to the Underwriter on or before the

12th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd March, 1904.

[10-11]

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MACHAON."

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will lie at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 5th inst.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 A.M. on the 10th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 10th inst. will

be subject to rent.

All Claims against the Steamer must be

presented to the Underwriter on or before the

13th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd March, 1904.

[10-11]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSFEN"

OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 11 A.M.,

TO-DAY, the 3rd inst.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 9th March, will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on Wednesday, the 9th March, at

9.30 A.M.

All Claims must reach us before the 14th

March, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

Agents.

Hongkong, 3rd March, 1904.

[5]

FROM HAMBURG, ROTTERDAM,
ANTWERP, PENANG AND
SINGAPORE.

THE H.A.L. Steamship

"BRISGAVIA."

Captain Schiller, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to

take immediate delivery of their Goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon,

TO-DAY, the 5th inst.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 12th inst. will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 12th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 5th March, 1904.

[689]

STEAMSHIP "ARMAND BEHIC,"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Londoners.s.

Dordogne, in connection with above

Steamer, are hereby informed that their

Goods, with the exception of Opium, Treasure

and Valuables, are being landed and stored at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Ltd., at

Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon, TO-DAY, the 7th inst., requesting

it to be landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining undelivered

after Monday, the 14th inst., at Noon, will

POST OFFICE NOTICES

Packets are now accepted for transmission to Batavia and the Dutch East Indies "direct".

Scale of charges as follows:—

1lb. to 3lbs. \$1.15
4lbs. to 7lbs. \$1.50
8lbs. to 11lbs. \$2.00

Greatest length 2 feet. Greatest length and girth 4 feet.

No Insurance.

Until further notice the transmission of correspondence via Dally and the Trans-Siberian Railway is discontinued.

The Steamship with the English mail of 12th ult. left Singapore on Sunday, the 6th inst. at 3 p.m., and may be expected here on or about Friday, the 11th inst. This packet brings replies to letters despatched from Hongkong on 12th January.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Hongkong	Wednesday, 10th, 7.30 A.M.
Manila	Hongkong	Wednesday, 10th, 9.00 A.M.
Swatow	Hongkong	Wednesday, 10th, 9.00 A.M.
Amoy and Anping	Hongkong	Wednesday, 10th, 9.00 A.M.
Mei	Hongkong	Wednesday, 10th, 9.00 A.M.
Singapore	Hongkong	Wednesday, 10th, 9.00 A.M.
Bangkok	Hongkong	Wednesday, 10th, 9.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and VANCOUVER (B.C.)
(Supplementary mail on board up to the time fixed for departure of the mail)
Extra Postage 10 cents.

Macao	Hongkong	Wednesday, 10th, 1.15 P.M.
Singapore	Hongkong	Wednesday, 10th, 2.00 P.M.
Amoy and Anping	Hongkong	Wednesday, 10th, 3.00 P.M.
Kongkong, Kumbuk and Samshui	Hongkong	Wednesday, 10th, 3.00 P.M.
Nagasaki, Kobe and Yokohama	Hongkong	Wednesday, 10th, 3.00 P.M.
Manila	Hongkong	Wednesday, 10th, 3.00 P.M.
Swatow	Hongkong	Wednesday, 10th, 3.00 P.M.
Amoy and Anping	Hongkong	Wednesday, 10th, 3.00 P.M.
Mei	Hongkong	Wednesday, 10th, 3.00 P.M.
Singapore	Hongkong	Wednesday, 10th, 3.00 P.M.
Bangkok	Hongkong	Wednesday, 10th, 3.00 P.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail)
Extra Postage 10 cents.

Macao	Hongkong	Thursday, 10th, 1.15 P.M.
Singapore	Hongkong	Thursday, 10th, 2.00 P.M.
Amoy and Anping	Hongkong	Thursday, 10th, 3.00 P.M.
Kongkong, Kumbuk and Samshui	Hongkong	Thursday, 10th, 3.00 P.M.
Nagasaki, Kobe and Yokohama	Hongkong	Thursday, 10th, 3.00 P.M.
Manila	Hongkong	Thursday, 10th, 3.00 P.M.
Swatow	Hongkong	Thursday, 10th, 3.00 P.M.
Amoy and Anping	Hongkong	Thursday, 10th, 3.00 P.M.
Mei	Hongkong	Thursday, 10th, 3.00 P.M.
Singapore	Hongkong	Thursday, 10th, 3.00 P.M.
Bangkok	Hongkong	Thursday, 10th, 3.00 P.M.

TO-DAY.
Sale, Stores, H.M. Naval Yard, Messrs.
Hinghs & Hough, 10 a.m.
Ordinary General Meeting of Geo. Fenwick & Co., Ltd., noon.

TO-MORROW.
Ordinary Meeting of China Fire Insurance Co., Ltd., 11.30 a.m.
Ordinary Annual Meeting of the Hongkong & Kowloon Wharf & Godown Co., Ltd., 12.15 p.m.
Sale, Household Furniture, 30, Macdonell Road, Messrs. Hinghs & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	8th March.
Telegraphic Transfer	1/10 1/2
Bank Bills, at 30 days sight	1/10 1/2
Bank Bills, at 4 months sight	1/10 1/2
Ordinate, at 4 months sight	1/10 1/2
Documentary Bills, 4 months sight	1/10 1/2

ON PARIS.	8th March.
Bank Bills, on demand	235
Credit, at 4 months sight	235

ON GERMANY.	8th March.
Bank Bills, on demand	191
Credit, at 4 months sight	191

ON NEW YORK.	8th March.
Bank Bills, on demand	46 1/2
Credit, at 4 months sight	46 1/2

ON HONGKONG.	8th March.
Bank Bills, on demand	133 1/2
Credit, at 4 months sight	133 1/2

ON SINGAPORE.	8th March.
Bank Bills, on demand	112 1/2
Credit, at 4 months sight	112 1/2

ON BATAVIA.	8th March.
Bank Bills, on demand	112 1/2
Credit, at 4 months sight	112 1/2

ON SOERABAYA.	8th March.
Bank Bills, on demand	112 1/2
Credit, at 4 months sight	112 1/2

ON GOLD LEAF.	8th March.
Bank Bills, on demand	112 1/2
Credit, at 4 months sight	112 1/2

ON SILVER.	8th March.
Bank Bills, on demand	112 1/2
Credit, at 4 months sight	112 1/2

ON OPIUM.	8th March.
Bank Bills, on demand	112 1/2
Credit, at 4 months sight	112 1/2

ON VESSELS EXPECTED.	8th March.
Bank Bills, on demand	112 1/2
Credit, at 4 months sight	112 1/2

ON THE AMERICAN MAIL.	8th March.
Bank Bills, on demand	112 1/2
Credit, at 4 months sight	112 1/2

ON THE P. & O. MAIL.	8th March.
Bank Bills, on demand	112 1/2
Credit, at 4 months sight	112 1/2

ON THE CANADIAN MAIL.	8th March.
Bank Bills, on demand	112 1/2
Credit, at 4 months sight	112 1/2

Milkmaid

BRAND

Milk

Guaranteed Full Cream.

Largest Sale in the World.




See this TRADE MARK on every Tin.

JOINT STOCK SHARE.

COMPANY	PAID UP	QUOTATIONS
Hongkong & Shanghai	\$125	\$910, sellers
Nat'l Bank of China	\$28	\$34, buyers
A. Shares	\$28	\$34, buyers
B. Shares	\$28	\$34, buyers
Yong Shing	\$28	\$34, buyers
Hait's Asbestos E. A.	\$28	\$34, buyers
Canton-Hongkong Ice	\$10	\$10, nominal
Campbell, Moore & Co.	\$10	\$40, sellers
China-Borneo Co., Ltd.	\$12	\$81, buyers
China Light and Power	\$10	\$5
China Iron, Ltd.	\$10	\$80, sellers
China Sugar	\$100	\$187, buyers
Cigar Companies	\$500	\$200
Asiatic, Ltd.	\$10	\$10, buyers
Philippine Co., Ltd.	\$10	\$10, buyers
Cotton Mills	\$10	\$10, buyers
Low	\$10	\$10, buyers
International	\$10	\$10, buyers
Laou Kung Mow	\$10	\$10, buyers
Soyaboe	\$10	\$10, buyers
Hongkong	\$10	\$10, buyers
Dairy Farm	\$10	\$10, buyers
Frederick & Co., Ltd.	\$10	\$10, buyers
Green Island Cement	\$10	\$10, buyers
Hongkong & Shanghai	\$10	\$10, buyers
Hongkong Electric	\$10	\$10, buyers
H. H. L. Tramways	\$10	\$10, buyers
Steam Water-boat Co. Ltd.	\$10	\$10, buyers
Hongkong Hotel	\$10	\$10, buyers
Hongkong Ice	\$10	\$10, buyers
H. & K. Wharf & Godown	\$10	\$10, buyers
Hongkong Rope	\$10	\$10, buyers
H. & W. Dock	\$10	\$10, buyers
Insurance	\$10	\$10, buyers
Canton	\$10	\$10, buyers
China Fire	\$10	\$10, buyers
China Traders	\$10	\$10, buyers
Hongkong Fire	\$10	\$10, buyers
Union	\$10	\$10, buyers
Yangtze	\$10	\$10, buyers
Land and Building	\$10	\$10, buyers
Hongkong Land Inv	\$10	\$10, buyers
Humphreys & Co.	\$10	\$10, buyers
Kowloon Land & B	\$10	\$10, buyers
West Point Building	\$10	\$10, buyers
Shanghai Land	\$10	\$10, buyers
Luzon Land	\$10	\$10, buyers
Mining	\$10	\$10, buyers
Charbonnages	\$10	\$10, buyers
Punjab	\$10	\$10, buyers
Do. Preference	\$10	\$10, buyers
Rauba	\$10	\$10, buyers
New Amoy Dock	\$10	\$10, buyers
Powell, Ltd.	\$10	\$10, buyers
Steamship	\$10	\$10, buyers
China and Manila	\$10	\$10, buyers
Dong's Steamship	\$10	\$10, buyers
H. Canton and M	\$10	\$10, buyers
Indo-China S. N.	\$10	\$10, buyers
Steel Transport and Trading Co.	\$10	\$10, buyers
Do. Preference	\$10	\$10, buyers
Star Ferry	\$10	\$10, buyers
C. F. Fyfe & Co., Ltd.	\$10	\$10, buyers
S. & H. Dyeing & C.	\$10	\$10, buyers
Co., Ltd.	\$10	\$10, buyers
Tobacco Planting Co.	\$10	\$10, buyers
United Asbestos Co.	\$10	\$10, buyers
Do.	\$10	\$10, buyers
Watkins, Ltd.	\$10	\$10, buyers
Watson & Co., A.S.	\$10	\$10, buyers
VERNON & SMYTH, Brokers		

INSURANCES.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.
Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897.

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at current rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1881.
Cash Security \$235,719
Total Losses Paid \$23,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

WM. MEYERINK & CO.
Hongkong, 18th May, 1903.

NORTHERN ASSURANCE CO. FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at current rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURKIN & CO., Agents.
Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 2,907,275 11 10

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.
S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,388 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain A. W. Dixon.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 2,860 tons, Captain J. J. Lessius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m., and 9 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
HONGKONG-MACAO LINE.
S.S. "HEUNGSHAN," 1,993 tons, Captain W. L. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m. and on Sundays at 12.30 p.m.
Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.
S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.
CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 tons, Captain B. Branch.
S.S. "KANNING," 588 tons, Captain C. Hatchard.
S.S. "TAK BING," 618 tons, Captain R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained of the Office of the
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE
Agents, CHINA NAVIGATION CO., LD.

PEERLESS SCOTS WHISKIES.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Peat" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking cheap, Smoky Stuff, because "it comes through the SOLE."
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & Co.
[3249]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING
"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

JEWELLERS
MAISON LEVY HERMAN'S
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Tokio

PHOTOGRAPHY
M. MUMBY, JAPANESE ARTIST.
Bromide and Cyanine Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING
"DAILY PRESS" OFFICE
Proofs read by Englishmen.

STOREKEEPERS
F. BLACKHEAD & CO.
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann, Reichen's Genuine Com-
position Red Hand Brand.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.
Shipbuilders, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

AMOI ENGINEERING CO., LD. AMOI
CALL FLAG. E.
REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.

COLD STORAGE.
THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Ice,
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods.
Wm. FARLANE, Manager.
Hongkong, 18th November, 1901.

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

FOR SALE.
MAP OF THE SIKIANG or WEST RIVER.
From HONGKONG to WUCHOW, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash.
Hongkong, 1st April, 1897.

Printed and Published by BENJAMIN A. HALE for the Concerned, at 14, Des Voeux Road, Central, of Victoria, Hongkong; London Office, 131, Fleet Street E.C.

Milkmaid

BRAND

Milk

Guaranteed Full Cream.

Largest Sale in the World.




See this TRADE MARK on every Tin.

JOINT STOCK SHARE.

Banks—			
Hongkong & Shanghai	\$125	\$910, sellers	
		L'don 439.	
Nat'l Bank of China			
A. Shares	\$28	\$34, buyers	
B. Shares	\$28	\$34, buyers	
Four. Shares.	\$21	\$10.	
Hait's Asbestos E. A.	\$21	\$5, sellers	
Canton-Hongkong Ice	\$10	\$10, nominal	
Campbell, Moore & Co.	\$10	\$40, sellers	
China-Borneo Co., Ltd.	\$12	\$81, buyers	
China Light and			
Power Co. (Ld.)	\$10	\$5	
China Prov. L. & M.	\$10	\$8.80, sellers	
China Sugar	\$100	\$107, buyers	
Cigar Companies—			
Asiatic, Ltd.	\$500	\$200.	
Philippine Co., Ltd.	\$10	\$10, buyers	
Cotton Mills—			
Low	\$10	\$10, buyers	
International	\$10	\$10, buyers	
Laou Kung Mow	\$10	\$10, buyers	
Soyaboe	\$10	\$10, buyers	
Hongkong	\$10	\$10, buyers	
Dairy Farm	\$10	\$10, buyers	
Frederick & Co., Ltd.	\$10	\$10, buyers	
Green Island Cement	\$10	\$10, buyers	
Hongkong & Shanghai	\$10	\$10, buyers	
Hongkong Electric	\$10	\$10, buyers	
H. H. L. Tramways	\$10	\$10, buyers	
Steam Water-boat Co. Ltd.	\$10	\$10, buyers	
Hongkong Hotel	\$10	\$10, buyers	
Hongkong Ice	\$10	\$10, buyers	
H. & K. Wharf & Godown	\$10	\$10, buyers	
Hongkong Rope	\$10	\$10, buyers	
H. & W. Dock	\$10	\$10, buyers	
Insurance	\$10	\$10, buyers	
Canton	\$10	\$10, buyers	
China Fire	\$10	\$10, buyers	
China Traders	\$10	\$10, buyers	
Hongkong Fire	\$10	\$10, buyers	
Union	\$10	\$10, buyers	
Yangtze	\$10	\$10, buyers	
Land and Building	\$10	\$10, buyers	
Hongkong Land Inv	\$10	\$10, buyers	
Humphreys & Co.	\$10	\$10, buyers	
Kowloon Land & B	\$10	\$10, buyers	
West Point Building	\$10	\$10, buyers	
Shanghai Land	\$10	\$10, buyers	
Luzon Land	\$10	\$10, buyers	
Mining	\$10	\$10, buyers	
Charbonnages	\$10	\$10, buyers	
Punjab	\$10	\$10, buyers	
Do. Preference	\$10	\$10, buyers	
Rauba	\$10	\$10, buyers	
New Amoy Dock	\$10	\$10, buyers	
Powell, Ltd.	\$10	\$10, buyers	

THE Undersigned having been appointed AGENTS for the above Company prepared to accept Risks against Fire at current rates.

Hongkong, 1st January, 1904.

SAOCHEN AND MUNICH FIRE INSURANCE CO OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO. Agents.

Hongkong, 21st April, 1897

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAKE & CO. Agents for the Phenix Fire Office.

Hongkong, 17th August, 1897.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.